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**INFORMATION REPORT**

COUNTRY China

SUBJECT Tsingtao - Port Information

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2. Procedures for Entering the Harbor. [redacted] arrived in ballast at Tsingtao, China [redacted] Taku Bar, China. At approximately five miles from the port an official boarding party, including customs, immigration and public health officials with 12 soldiers boarded the vessel. The vessel was searched thoroughly and all navigational aids, binoculars and cameras were sealed. The crew and officers were compelled to bring their money to the Captain's quarters where it was placed in his safe. After preliminary inspection by the boarding officials the vessel proceeded into the port of Tsingtao until approximately one half mile from the port's northernmost pier where the vessel was required to drop anchor to wait for a pilot to come aboard and bring the ship alongside the dock. The pilot was a Chinese about 45 years old who spoke English and was a pre-World War II pilot in the Shanghai-Canton area. The pilot was accompanied by and kept under the close surveillance of, two armed Chinese soldiers who remained with the pilot and prevented him from having conversation with the ship's Captain or crew while maneuvering alongside the dock. After the vessel was secured, the two soldiers, for a brief period of time, left the pilot and went to the gangway which had just been lowered to the dock. [redacted]

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25X1

-2-

3. Dockside Workers and Procedures for Lading the Vessel. After securing to the northernmost pier at Tsingtao the vessel was again searched by armed soldiers. This search was done by a well trained group of searchers who searched the crew's quarters as well as the holds of the ship and after securing from their search remained aboard as security guards during the ship's stay. The workers were poorly dressed but appeared to be in excellent health. They did not exert themselves and seemed to be trying to prolong the work. [redacted] entered Tsingtao to obtain soybean oil which was carried on to the dock in small wooden carts with tanks or oil drums having an estimated capacity of one ton. The oil and drums were removed from the carts and the oil placed in an open tank from where it was pumped aboard the vessel into the deep tank by means of an old dilapidated steam pump having a capacity of approximately 15 tons per hour. The supervisor of the Chinese longshoremen was a White Russian who said that he was placed in charge of the longshore gangs because of his knowledge and command of the English language. The supervisor also stated that the Chinese were trying to eliminate as many White Russians as possible, that he had applied for a passport so that he could migrate to Australia, and that his passport and papers had been approved by the Chinese Communist Government.
4. Attempt to Propagandize. After securing alongside at Tsingtao, a Chinese officer came aboard, identified himself as the propaganda officer for the Chinese Government and requested an audience with the ship's crew. The propaganda officer apparently did not speak fluent English but tried to impress fellow Chinese workers with his importance. His speeches seemed to have little effect on the crew, possibly due in part to his inability to speak English fluently. On one occasion the propaganda officer imposed upon crew members [redacted] to the point that they bodily removed him from the crew's quarters. As a direct result of the crew's action, the propaganda officer returned to the vessel with a group of soldiers and had the vessel's Captain brought to the vessel's salon to answer charges. A mock trial was held and a warning given to the ship's Captain. It was directed that, in the future, the crew restrain themselves and afford proper courtesy to Chinese officers, but no further action was taken on this incident. Another incident occurred a little later when a Chinese soldier entered the room of the First Mate and was abruptly told by another officer to leave the First Mate's quarters. An argument ensued and this subsequently resulted in another trial of the vessel's Captain. This time the Captain was requested to go ashore, but he refused and the soldiers again held court in the ship's salon. This resulted in further warning that repressive action would be taken if such incidents occurred again. The Chinese soldiers and the propaganda officer were not qualified to hold a court or to pass or enforce judgment, and apparently were afraid to pass sentence on the Captain. It is believed that their fear was based on action which might be taken in the event Chinese Communist officials in higher positions did not look favorably upon a decision they might render.
5. Other Vessels in the Tsingtao Area. During the brief stay [redacted] at Tsingtao there was only one other vessel observed in the port. This ship was reportedly [redacted] However, neither the vessel's name nor the cargo she discharged while at Tsingtao is known. Three small armed boats approximately 45 feet in length each with a machine gun mounted forward were observed. No other craft with the exception of small sampans were in the area and the port appeared to be run-down and almost idle. The old German Navy Base appeared to be neglected and no significant changes or activities were observed.
6. Shoreleave. Permission was granted to all crew members to visit the city of Tsingtao. Four [redacted] crew members did visit the central area and found the city had not undergone any noticeable change. The people though

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-3-

poorly dressed, appeared to be healthy. There were many Chinese Communist soldiers on the streets but none questioned the four sailors during their visit. Several Caucasians were observed and it was the opinion of the sailors that they were White Russians. The shops had little to offer the visitors and the sailors did not attempt to purchase souvenirs. When the sailors left and returned to the ship they were thoroughly searched by armed guards and were advised by the guards that they, the sailors, would have to show their passports to persons asking to see them while visiting the city.

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25X1

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